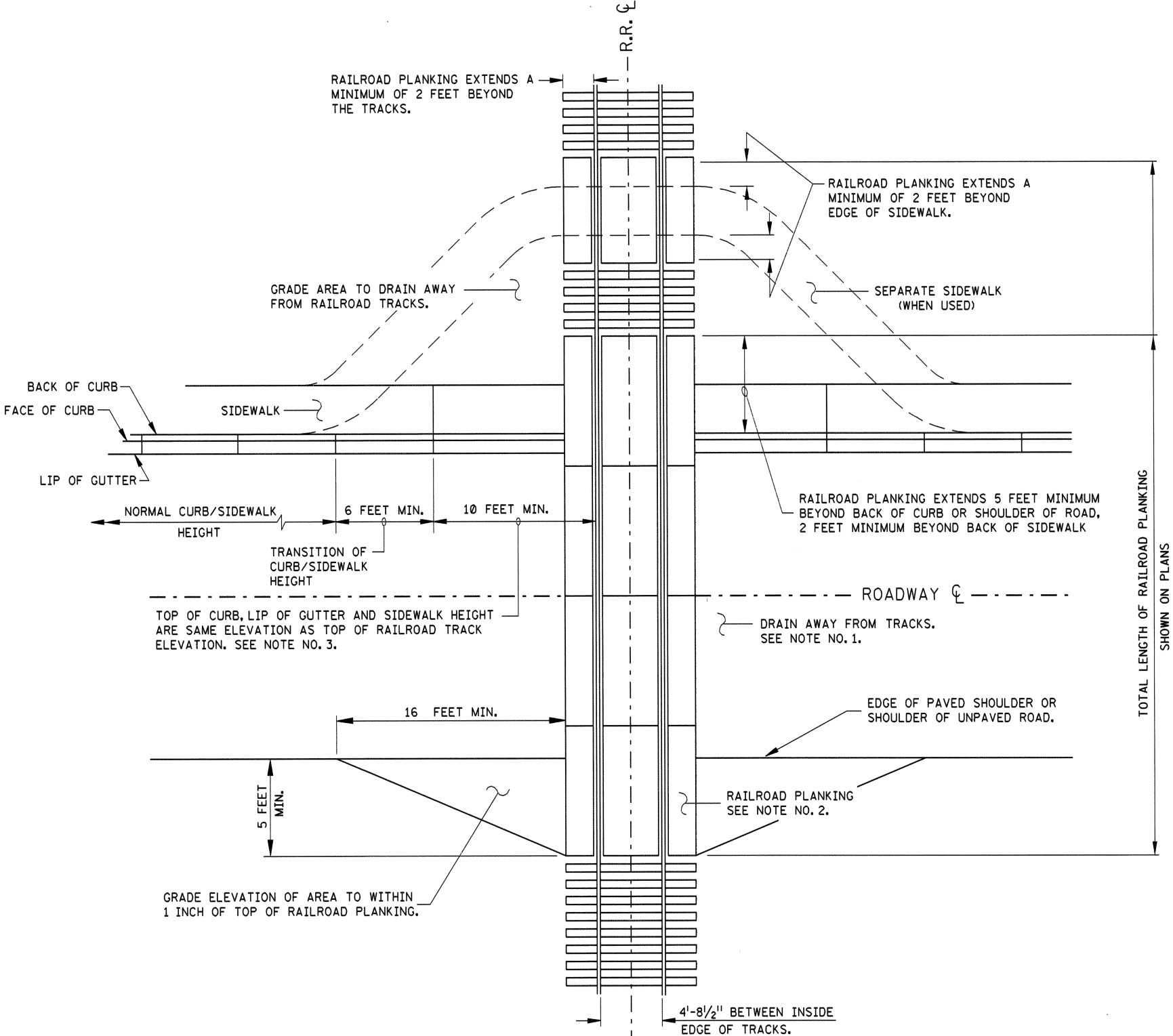


NOTES

- 1. LAYOUT OF THE HIGHWAY-RAILROAD GRADE CROSSING AREA REQUIRES THE TOP OF ROADWAY SURFACE TO MATCH THE TOP OF TRACK OR TOP OF RAILROAD CROSSING SURFACE MATERIAL IN A MANNER THAT WATER DRAINS AWAY FROM THE RAILROAD TRACKS. THE RAILROAD MAY CONCUR TO ADJUST THE ELEVATION OF THE RAILROAD TRACKS. IT IS EASIER TO RAISE RAILROAD TRACKS COMPARED TO LOWERING RAILROAD TRACKS.
- 2. LENGTH AND TYPE OF RAILROAD CROSSING SURFACE MATERIAL, ALSO CALLED RAILROAD PLANKING, SHALL BE AS SHOWN ON THE PLANS.
- 3. CURB, GUTTER AND SIDEWALK (IF USED) SHALL TRANSITION ON BOTH SIDES OF TRACKS FROM A NORMAL HEIGHT TO A "FLAT" SECTION AT THE SAME ELEVATION AS THE TOP OF THE TRACKS AND BUTT UP FLUSH TO RAILROAD PLANKING.
- 4. NOT TO SCALE.



PLAN VIEW

REVISIONS							
NO.	DATE	BY	NO.	DATE	BY	NO.	DATE

SCALES SHOWN
ARE FOR 11" X 17"
PRINTS ONLY

CADD FILE NAME:
r2_0304.std

DRAWING ORIG. DATE:
MARCH, 2004

IDAHO
TRANSPORTATION
DEPARTMENT

BOISE IDAHO



Steven C. Hutchinson
ASSISTANT CHIEF ENGINEER (DEVELOPMENT)

Jim O. R.
CHIEF ENGINEER

STANDARD DRAWING

HIGHWAY - RAILROAD
GRADE CROSSING AREA

English

STANDARD DRAWING NO.
R-2

SHEET 1 OF 1

